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## INFORMATION REPORT

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CENTRAL INTELLIGENCE AGENCY

Hungary

Road Data: Komlo/Tisza-Pured/Coaga/Rival Halm

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THIS IS UNEVALUATED INFORMATION

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1. An all-weather concrete road (#904 A) ran in the vicinity of Borsod. Another all-weather road ran in the vicinity of Tisza-Pured. Both roads were approximately 3.6 to four meters wide. Although the top layer of both roads was concrete, in no other part of the country was the concrete road so neglected as it was in the Tisza-Pured area. In 1944 the Soviet army damaged all of the roads in this area and since that time there had been only one time when repairs were made to the roads.
2. Holes were filled with tar which softened during the summer heat and caused the holes to reopen. The load capacity of the bridges over which the above roads ran was from 45 to 90 tons.
3. A number of all-weather roads (#903) ran in the vicinity of Borsod, Tisza-Pured, Nyek, Rival Halm and Coaga. The terrain through which these roads ran was flat. These all-weather roads at one time had been considered first class macadam type roads. However as of 1956 they were reclassified as second class macadam roads. The top layer of the all-weather roads consisted of crushed rock surfaced with sand.
4. All vehicles had to move at slow speed because there had been a considerable amount of horse and wagon traffic, and many horses had lost nails from their shoes, which caused considerable damage to tires. It was best to have safety tires in vehicles which would not go flat even after several miles.
5. The width of these all-weather roads was approximately 2.8 to three meters and the load capacity of the bridges over which these roads ran was approximately 24 to 25 tons.
6. A number of loose-surfaced, all-weather roads (#909) ran in the vicinity of Komlo, Tisza-Igar, Borsod (Borsodma) and Borsod. The roads were approximately three to four meters wide. A horse cart road ran along one side of the all-weather roads in the event of heavy traffic. The all-weather roads were neglected including the maintenance. The only time that the holes or ruts in the road were filled was when traffic could not cross over the holes or ruts.

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NO DISSEM ABROAD



